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MONTANA
1993

MONTANA
Aeronautical Chart

Fly The Big Sky Country

Welcome to the Big Sky Country!

We invite you to Montana and encourage you to stay awhile to explore our state's amazing array of one-of-a-kind scenic and recreational attractions.

You will find modern airports, well-maintained recreational airstrips, beautiful scenery, fish in clear water, blue-ribbon streams, abundant wildlife, great snow on our ski slopes, comfortable and affordable accommodations and most important of all, the friendliest people in the West.

We certainly hope you will utilize this chart to assist you in many safe and enjoyable flights over our magnificent Big Sky Country!

Again, welcome—and safe flying!

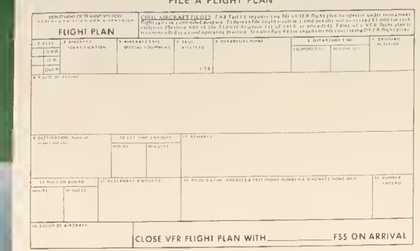
Marc Racicot
MARC RACICOT, GOVERNOR
STATE OF MONTANA

MICHAEL D. FERGUSON, ADMINISTRATOR
AERONAUTICS DIVISION

Montana State Library
3 0864 1006 7667 8

Cover Photo, Yellowstone Airport
Culbtrap Airport

FILE A FLIGHT PLAN


DEPARTURE OR RE-ENVIRONTATION
CIVIL AIRCRAFT PILOTS: FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed $1,000 for each violation. Persons may also file a flight plan with a local FSS or by telephone. Use this form for domestic flights in the conterminous U.S. and Canada. For more complete information, see Advisory Circular 90-11A.
FLIGHT PLAN
1 TYPE
2 AIRCRAFT IDENTIFICATION
3 AIRCRAFT TYPE/ SPECIAL EQUIPMENT
4 TRUE AIRSPEED
5 DEPARTURE POINT
6 DEPARTURE TIME
PROPOSED (Z)
ACTUAL (Z)
7 CRUISING ALTITUDE
8 ROUTE OF FLIGHT
9 DESTINATION (Name of airport and city)
EST TIME ENROUTE
HOURS
MINUTES
10 REMARKS
11 FUEL ON BOARD
HOURS
MINUTES
12 ALTERNATE AIRPORT(S)
13 PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE
14 NUMBER ABOARD
15 COLOR OF AIRCRAFT
CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

FAA Form 7233-1 (9-72)

SPECIAL EQUIPMENT Suffix

- a No transponder
- T Transponder with no altitude encoding capability
- X No transponder
- U Transponder with altitude encoding capability
- D DME, no transponder
- B DME transponder with no altitude encoding capability
- A DME transponder with altitude encoding capability
- C RNAV transponder with no altitude encoding capability
- R RNAV transponder with altitude encoding capability
- W RNAV no transponder

KEY TO AVIATION WEATHER OBSERVATIONS

LOCATION IDENTIFIER TYPE AND TIME OF REPORT	SKY AND CEILING	VISIBILITY, WEATHER AND OBSTRUCTION TO VISION	SEA LEVEL PRESSURE	TEMPERATURE AND DEW POINT	WIND	ALTIMETER SETTING (***)	REMARKS AND CODED DATA
MCI SA 0758	15 SCT M35 OVC	1R F	172	58-56	/18E1	9951	RSW920VR40

SKY AND CEILING
Sky cover combinations are for each layer in ascending order. Figures preceding combinations are base heights in hundreds of feet above station elevation. Sky cover combinations:
CLR = Clear: less than .01 sky cover.
SCT = Scattered: .01 to .03 sky cover.
BKN = Broken: 0.4 to 0.9 sky cover.
OVC = Overcast: more than 0.9 sky cover.
- = Thin: When qualified as SCT, BKN, OVC.
/ = Partly obscured: If a layer or sky is hidden by precipitation or obstruction to vision (fog, blowing snow, dust storm, etc.).
X = Obscured: If sky is hidden by precipitation or obstruction to vision to vision (known or not known).

A letter preceding the height of a base identifies a ceiling layer and indicates how it was height was determined. Thus:
E = Estimated
M = Measured
W = Vertical visibility into obscured sky
X = Indefinite ceiling: Following the height of a base indicates a variable ceiling.

VISIBILITY
Reported in statute miles and fractions
(V = Variable)

WEATHER AND OBSTRUCTION TO VISION SYMBOLS

A	Hail	K	Smoke
BD	Blowing dust	L	Drizzle
BN	Blowing sand	R	Rain
BS	Blowing snow	RW	Rain showers
D	Dust	S	Snow
F	Fog	SG	Snow grains
GF	Ground fog	SP	Snow pellets
H	Haze	SW	Snow showers
K	Ice crystals	T	Thunderstorm
IF	Ice fog	TS	Severe thunderstorm
IP	Ice pellets	ZF	Freezing drizzle
IPW	Ice pellet showers	ZR	Freezing rain

Precipitation intensities are indicated thus: Light (no sign) Moderate (-) Heavy (+)

WIND Direction in tens of degrees from true north, rounded to nearest 10 degrees, indicates calm. G indicates gusts. Q indicates squalls. Peak wind speed in the past 10 minutes follows G or Q when gusts or squalls are reported. The contraction WSHFT followed by GMT time group in remarks, indicates windshift and its time of occurrence. (R runs = 18, S equals 24.)

EXAMPLES: 2617 = wind from 260 Degrees at 27 knots
3612G40 = wind from 360 Degrees at 27 knots, peak speed in gusts 40 knots

ALTIMETER SETTING
The first figure of the actual observation altimeter setting is omitted from the report.

RUNWAY VISUAL RANGE (RVR)
RVR is reported from some stations. For planning purposes, the mean range during 10 minutes prior to observations and based on runway light setting is also reported in hundreds of feet. Runway identification precedes RVR report.

PILOT REPORTS (PIREPS)
When available, PIREPs of fixed-format may be appended to weather observations. PIREPs are normally noted by UA or UUA for urgent PIREPs.

CRCODED REPORT
Kansas City International Record observation is reported at 0756 UTC 1500 feet scattered clouds, measured ceiling 2,200 feet overcast, visibility 5 mile light rain, fog, sea-level pressure 1012.2 millibars, temperature 58°F, dewpoint 56°F, wind from 150° at 7 knots, altimeter setting 29.83 inches. Runway 31 visual range 2000 feet, lowest 4000 feet highest in the past 10 minutes.

TYPE OF REPORT
SA = a scheduled record observation
SP = an unscheduled special observation indicating a significant change in one or more elements
FS = a scheduled record observation that also qualifies as a special observation

The designation for all three types of observations (SA, SP, FS) is followed by a 24-hour clock time-group in Coordinated Universal Time (UTC or Z).

KEY TO AVIATION WEATHER FORECASTS

TERMINAL FORECASTS contain information for specific airports on expected ceiling, cloud height, cloud amounts, visibility, weather and obstructions to vision and surface wind. They are issued 3 times/day, amended as needed, and are valid for up to 24 hours. The last six hours of each forecast period are covered by a categorical statement indicating whether VFR, MVFR, IFR or LIFR conditions are expected. If a LIFT and M or MVFR indicate "Low" and "marginal." Terminal forecasts are written in the following form:

CEILING: Identified by the letter "C" (for lowest layer with cumulative sky cover greater than 5/10).
CLOUD HEIGHTS: In hundreds of feet above the station (ground).
SKY COVER AMOUNT: (including any obscuration).
CLOUD LAYERS: Listed in ascending order of height.
VISIBILITY: In statute miles (omitted if over 6 miles).
WEATHER AND OBSTRUCTION TO VISION: Standard weather and obstruction to vision symbols are used.
SURFACE WIND: In tens of degrees and knots (omitted when less than 6 knots).

EXAMPLE OF TEB WINDS FORECAST:

DGA 270108 DGA from jet 21st day of month, valid time 1021 102 105CT C M BKN 35W—34SQ35 OCNL C8 1 1/2SW (scattered clouds at 5000 feet ceiling 9500 feet broken, visibility 5 miles, light snow showers, surface wind from 340 degrees at 35 knots. Gusts to 25 knots, occasional ceiling 8 hundred feet sky totally obscured, visibility 1/2 mile in moderate snow showers).

TLC C60 BKN 310Q35 By 1122 late evening ceiling 6000 feet broken, surface wind 330 degrees at 17 knots. Gust to 30.

GKZ 241FEB CDG Last 6 hours of it's time GKZ marginal VFR due to ceiling.

AREA FORECASTS are 12-hour aviation forecasts plus a 6-hour categorical outlook prepared 3 times/day and each contain amended to needed, giving general descriptions of potential hazards, surface and upper conditions, icing and freezing level, turbulence and low-level windshear and significant clouds and weather for an area the size of several states. Heights of cloud bases and tops, turbulence and icing are referenced ABOVE MEAN SEA LEVEL (MSL) unless indicated by Ceiling (AGL) or ABOVE GROUND LEVEL (AGL). Each SIGMET OR AIRMET affecting an FA area will also serve to amend the Area Forecast.

FIGMET, AIRMET and CWA messages (in flight advisories) broadcast by FAA or FAA/MSC over a channels, warn pilots of potentially hazardous weather. SIGMETs concern severe and extreme conditions of importance to all aircraft (i.e. icing, turbulence, and dust storms, sandstorms or volcanic ash). Convective SIGMETs are issued for thunderstorms if they are sufficiently strong, wide spread or embedded. AIRMETs concern less severe conditions which may be hazardous to aircraft, particularly smaller aircraft and less experienced or VFR only pilots. CWAs (Center Weather Advisories) concern both SIGMET and AIRMET type conditions described in greater detail and existing or by specific ARTCC area.

WINDS AND TEMPERATURES ALOFT (FD) FORECASTS are 3, 12 and 24 hour forecasts of wind direction (nearest 10° true N) and speed (knots) for selected flight levels. Forecast temperatures Aloft (°C) are included for all but the 3000 foot level.

EXAMPLES OF WINDS AND TEMPERATURES ALOFT (FD) FORECASTS
FD WBC 121645
BASED ON 1201062 DATA
VALID 1300002Z FOR USE 3100-0600Z. TEMPS NEG ABV 24 000 FT

	3000	6000	9000	12000	18000	24000	30000	34000	39000
MCI	2420	2430	2540	2550	2661	2672	2683	2794	2705
MKC	2611	2620+07	2631-	2641-	2652-	2663-	2674-	2785-	2796-
PIA	2811	2721+11	2731-	2741-	2752-	2763-	2774-	2785-	2796-

At 6000 feet over MCI wind from 330° at 21 knots and temperature minus 5°C.

TWEB (CONTINUOUS TRANSCRIBED WEATHER BROADCAST) weather broadcast route three-path covering a 25-nautical mile zone either side of the route. For requesting a specific route number, denoted en route weather for a 15-hour period plus a synopsis can be obtained.

PILOTS report in flight weather to receive! 115 The latest surface weather reports are available by phone at the nearest pilot weather briefing office by calling at 11 - 30

RECREATION AIRPORTS

AIRPORT	LAT	LONG
BABB	48 51	113 26
BENCHMARK	47 28	112 50
BOZEMAN	45 46	111 10
CANYON FERRY	46 25	111 34
COLUMBUS	45 38	109 15
CONNER (WEST FORK)	45 52	114 13
ENNIS (SPORTSMAN)	45 21	111 44
FORTINE	48 48	114 54
FORT SMITH	45 19	107 56
GARDINER	45 03	110 44
KALISPELL (CITY)	48 10	114 17
LINCOLN	46 58	112 39
MEADOW CREEK	47 51	113 25
MISSOULA	46 56	114 05
POLSON	47 41	114 11
RED LODGE	45 11	109 17
ROCK CREEK	46 43	113 39
SCHAFER	48 06	113 15
SEELEY LAKE	47 11	113 27
SPOTTED BEAR	47 58	113 34
THREE FORKS	45 53	111 34
TIBER DAM	48 19	111 07
TROY	48 29	115 54
VALIER	48 18	112 15
WEST YELLOWSTONE	44 41	111 07
WISDOM	45 35	113 28
WISE RIVER	45 46	112 59

VFR Transponder Codes -Mode A/3

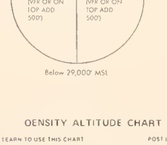
OPERATION	CODE
VFR	1200
Radio Failure (See AIM)	7600
Hijack	7500
EMERGENCY	7700

TIME CONVERSION TO GMT(Z)

Eastern Standard Time, add 5 hours
Central Standard Time, add 6 hours
Mountain Standard Time, add 7 hours
Pacific Standard Time, add 8 hours
Alaska, add 9 hours
Eastern Daylight Time, add 4 hours
Central Daylight Time, add 5 hours
Mountain Daylight Time, add 6 hours
Pacific Daylight Time, add 7 hours
Hawaii, add 10 hours

CRUISING ALTITUDES

(IFP Within Controlled Airspace May be Modified by ATC)



Below 29,000' MSL

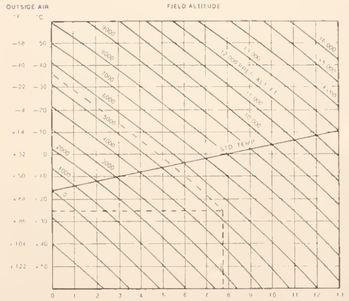
BASIC VFR WEATHER MINIMUMS

ALTITUDE	FLIGHT VISIBILITY	DISTANCE FROM CLOUDS
1,200 feet or less above the surface — Within controlled airspace	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
Outside controlled airspace: Day (except as provided in section 91.155(b))	1 statute mile	Clear of clouds
Night (except as provided in section 91.155(b))	3 statute mile	500 feet below 1,000 feet above 2,000 feet horizontal
More than 1,200 feet above the surface but less than 10,000 feet MSL - Within controlled airspace	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
Outside controlled airspace - Day	1 statute mile	500 feet below 1,000 feet above 2,000 feet horizontal
Night	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
More than 1,200 feet above the surface and at or above 10,000 feet MSL	5 statute miles	1,000 feet below 1,000 feet above 1 mile horizontal

DENSITY ALTITUDE CHART

LEARN TO USE THIS CHART — POST IN PLANE

Operation of aircraft is the calculated altitude of the air at which the aircraft is flown. Aircraft performance, as a result, may be at an altitude greater or less than the actual altitude above Sea Level.



The following example illustrates the simple use of this chart to determine the needed info at the airport you plan to use.

Select the actual altitude of the airport to be used on the diagram lines marked: Field Altitude (Example: 5500 ft). Next, select the temperature likely to be encountered (Example: 70°F). Follow the temperature line up to the point where it intersects the altitude line (Example: 7000 ft). From the point where these lines intersect, follow a line to the bottom of the chart and obtain the (pressure or density) altitude. (Example: 11700 ft.)

MOUNTAIN FLYING

GENERAL

Always remember that you are flying in a huge and very spatially populated territory. If you have a problem, it may be some time before anyone knows about it. You will be landing on fields where there is no one to help you in case of troubles and it is a long walk out. Do not take chances.

Navigation is critical — have the necessary maps and know where you are. Pilotage is the means of navigation you will be relying on.

The horizon in the mountains is difficult to determine. If you use the tops of the mountains for the horizon, the aircraft will be in a constant climb attitude. Use your altitude indicator and check the airspeed and altimeter to confirm your attitude.

1. Make sure that your proficiency level and your aircraft meet the special demands of your planned flight.
2. If you are not sure of your capabilities, take some dual instruction from a flight instructor experienced in mountain flying.
3. Keep your aircraft as light as possible.
4. Be familiar with your planned route of flight and destination airport. Check the field conditions with FSS or experienced local pilots. Familiarize yourself in advance with the field length, elevation and any special approach/departure procedures.
5. Obtain a thorough weather briefing. A forecast of marginal VFR frequently translates to IFR in the mountains.
6. Plan your trip for early morning or evening hours. Turbulence is usually greatest from 10:00 a.m. to 6:00 p.m.
7. Stay out of the mountains if the forecast winds aloft exceed 25 knots below 12,000 MSL. The wind velocity can double in the vicinity of mountain passes and canyons. NEVER fly up a blind or narrow canyon.
8. Mountain winds follow contours much like a stream. The air on the lee (downwind) side of a mountain may be extremely turbulent. Fly on the upwind side of a canyon whenever possible.
9. Cross-check your instruments and attitude indicator frequently. Visual horizons in the mountains may be illusory.
10. Maintain your airspeed in downdrafts and don't panic. Be able to turn to lower terrain at all times.
11. Approach ridges at a 45° angle. If caught in a downdraft you can not turn away toward lower terrain.
12. Be courteous to those on the ground who are enjoying a wilderness experience. Maintain sufficient altitude — 2,000 AGL is suggested over wilderness areas.
13. Plan your trip over valleys as much as possible.
14. Carry a good survival kit and familiarize yourself with its use.

LANDINGS

Safety of flight dictates that each pilot transmit "in the blind" on 122.9 whenever approaching or departing a non-uniform equipped airport to advise other aircraft of your intentions. You can not always maintain constant visual contact with the runway at many of the back country strips and acceptance of this practice will assure an added safety factor when using these facilities. These airstrips receive considerable use by aircraft at certain times. Before flying into this territory, practice short field power on landings. Be sure you can land your aircraft on a fifty foot spot not once in a while but every time.

1. Land upstream (uphill) whenever possible, but remember that many mountain airstrips are "one way" only. Wet grass reduces braking action and most mountain airstrips are short.
2. Control your rate of descent with power. Maintain a stable airspeed (generally the short field approach speed listed in your aircraft operators manual).
3. Before beginning your approach, circle your intended destination to ensure that the field is clear of other aircraft, livestock, wildlife, etc.
4. Abort your approach if the air becomes turbulent on your last down. Avoid low altitude maneuvering.

TAKEOFF

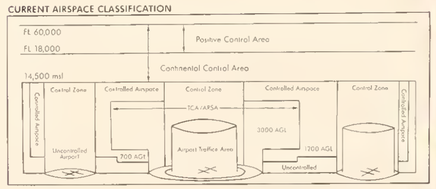
Each takeoff requires careful analysis of all factors that will affect the takeoff. Aircraft performance, runway condition (soft, rough, height of vegetation) — all have negative effects on takeoff performance. Density altitude - temperature, field elevation, humidity — again these factors (as they get "higher") are all negative as far as aircraft performance is concerned. Engine horsepower is also affected by density altitude — adjust mixture control for maximum power. CAUTION: select a spot free of rocks for engine runup. You will probably be unable to attain the performance levels indicated in your aircraft operator's handbook. It is best to be conservative as opposed to being too optimistic when considering takeoff performance. It is recommended that, during summer months, takeoffs and landings be made during early morning hours and during early evening hours when the air is least turbulent.

1. CHECK DENSITY ALTITUDE! If takeoff performance for your aircraft is questionable, wait until evening or early morning when conditions are more favorable.
2. Remember that tall grass or soft/rough field conditions can add considerably to your takeoff distances.
3. Chose a go/no go point on the runway. If not airborne at that point, abort the takeoff and wait for better conditions.
4. Takeoff downstream (downhill) whenever possible.

TAXI

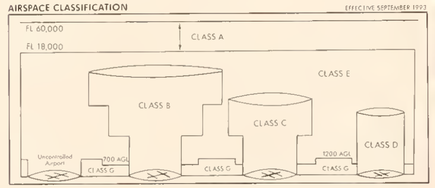
A WORD OF CAUTION! Taxiing off of established runways at backcountry airstrips requires considerable caution. There are hazards such as gopher holes, depressions, and rocks which may be hidden by tall grass. If unsure of surface condition, shut your engine down and push the aircraft to a parking spot well off of the runway. A prop strike would "ruin your whole day."

CURRENT AIRSPACE CLASSIFICATION



AIRSPACE CLASSIFICATION

EFFECTIVE SEPTEMBER 1993



Airspace Features	Class A	Class B	Class C	Class D	Class E	Class G
Current Airspace Equivalent	Positive Control Area (PCA)	Terminal Control Area (TCA)	Airport Radar Service Area (ARSA)	Airport Traffic Area (ATA) and Control Zone (CZ)	General Controlled Airspace	Uncontrolled Airspace
Operations Permitted	IFR	IFR and VFR	IFR and VFR	IFR and VFR	IFR and VFR	IFR and VFR
Entry Prerequisites	ATC clearance	ATC clearance	ATC clearance for IFR. Two-way radio contact for all	ATC clearance for IFR. Radio contact for all	ATC Clearance for IFR. Radio contact for all IFR	None
Minimum Pilot Qualifications	Instrument Rating	Private or Student Certificate	Student Certificate	Student Certificate	Student Certificate	Student Certificate
Two-way Radio Communications	Yes	Yes	Yes	Yes	Yes for IFR	No
VFR Minimum Visibility	N/A	3 Statute Miles	3 Statute Miles	3 Statute Miles	● 3 Statute Miles	● 1 Statute Mile
VFR Minimum Distance From Clouds	N/A	Clear of Clouds	500 below, 1000 above, and 2000 horizontal	500 below, 1000 above, and 2000 horizontal	● 500 below, 1000 above, and 2000 horizontal	● 500 below, 1000 above and 2000 horizontal
Aircraft Separation	All	All	IFR/IFR and runway ops	Student Certificate	IFR and SVFR	None
Conflict Resolution	N/A	N. A.	Between IFR and VFR ops	No	No	No
Traffic Advisories	N/A	N/A	Yes	Workload permitting	Workload permitting	Workload permitting
Safety Advisories	Yes	Yes	Yes	Yes	Yes	Yes

● Different visibility, minima and distance from cloud requirements exist for operations above 10,000 MSL.
●● Different visibility minima and distance from cloud requirements exist for night operations, operations above 10,000 MSL and operations below 1,200 AGL.

Mode C in A, B & C and BIL TRSA

Montana Travel Promotion , G. Wuerdemann

Montana Travel Promotion

Montana Travel Promotion, S. Shimp

Montana Travel Promotion, G. Wunderwald

Montana Travel Promotion

Montana Fish, Wildlife and Parks

Montana Travel Promotion

Spring

Spring arrives late in the northern Rockies, providing excellent skiing conditions through April, long after more southerly slopes are closed.

Spring is a time of rebirth all across the open range of central and eastern Montana with lush new grass, carpets of wildflowers and fresh stock on the ranches. Dozens of dude and guest ranches offer vacations in true western style nearly any time of the year. They range from small, intimate family operations to deluxe spreads with swimming pools, tennis courts, golf and other amenities. Many working ranches invite guests to join roundups, branding and day-to-day operations.

Spring brings fishing with most Montana trout waters opening by mid-May. Fine mountain streams, lakes and swift rivers supply the most challenging and satisfying angling in the country. By June many of these same streams offer thrilling white water float trips, two—the Missouri and Yellowstone—have organized raft excursions.

Spring is also a good time to sample some of the state's rich historical heritage. From the Custer Battlefield and Lewis and Clark Expedition sites to Montana's 90 ghost towns, the past is just waiting to be rediscovered.

Montana Travel Promotion

Montana Travel Promotion, G. Wunderwald

Montana Travel Promotion

Summer

Spread your wings and fly. The clear blue sky of Montana beckons.

Glacier National Park, America's most spectacularly beautiful mountain park, offers more than a million acres of unspoiled scenery, 200 sparkling lakes, crystal streams, awesome peaks, alpine meadows, rare wildlife, 900 miles of back country trails and dozens of well groomed campsites as well as luxury accommodations.

Visit Yellowstone, then fly to western Montana and share range upon range of mountains as you to explore the wilderness on foot or by horseback. Relax in a mountain lodge, strike out on your own or join one of the many licensed outfitters or guides.

Dozens of state parks and recreation areas provide the finest in water sports (including sailing/regattas), canoe-planing, rock hounding and excellent fishing throughout the summer.

Summer is also rodeo time with plenty of bronc riding, calf roping and bull dogging action all across the state.

Ever been to an Indian reservation? Montana has seven big ones with everything from all-Indian rodeos to colorful traditional ceremonials.

Montana Travel Promotion W. Brewster

Montana Travel Promotion Courtesy Glacier Raft Company

Montana Travel Promotion, G. Wunderwald

Montana Travel Promotion

Winter

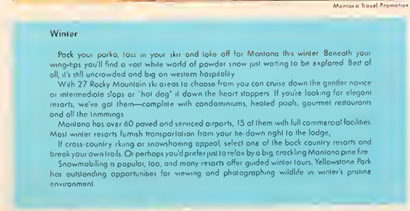
Pack your parka, toss in your skis and take off for Montana this winter. Beneath your wing-tips you'll find a vast white world of powder snow just waiting to be explored. Best of all, it's still uncrowded and big on western hospitality.

With 27 Rocky Mountain ski areas to choose from you can cruise down the gentler novice or intermediate slops or 'hot dog' it down the heart stoppers. If you're looking for elegant resorts, we've got them—complete with condominiums, heated pools, gourmet restaurants and all the trimmings.

Montana has over 60 paved and serviced airports, 15 of them with full commercial facilities. Most winter resorts furnish transportation from your he-down right to the lodge.

If cross-country skiing or snowshoeing appeal, select one of the back country resorts and break your own trails. Or perhaps you'd prefer just to relax by a big crackling Montana pine fire.

Snowmobiling is popular, too, and many resorts offer guided winter tours. Yellowstone Park has outstanding opportunities for viewing and photographing wildlife in winter's pristine environment.



Montana Travel Promotion, G. Wilhite

Montana Travel Promotion Courtesy of Yamaha

Montana Fish, Wildlife and Parks

Montana Fish, Wildlife and Parks C. Jourdonnais

Fall

Autumn is the time to really savor Montana. Days are still warm, nights have turned crisp. Mountainsides are splashed with reds and golds out on the ranges the grass has turned to yellow. The smell of wood smoke lingers in the quiet air, as the lakes grow colder trout are coming to life again. Crowds are gone from the parks and early snows on the peaks have driven wildlife down within easy viewing range.

Whether you hunt with gun or camera, Montana offers one of the nations greatest reservoirs of wildlife. Bear, elk, deer, antelope, moose, sheep, and goats are here in abundance. Flyways host thousands of geese, ducks and other waterfowl. Grouse and pheasant all roam at will. Lake McDonald, in Glacier National Park, attracts unusual numbers of Bald Eagles from mid-October through November.

Rich in mineral resources, the state is increasingly popular for gold panning and rock hounding as well. Mountain streams often yield enough "color" to take home a souvenir: sapphires, garnets, rubies, agates and petrified wood reward rockhounds.

And, when it comes to unusual fall events, where else can you attend a buffalo roundup?

MONTANA VFR AERONAUTICAL CHART

EDMONTON FIR

WINNIPEG FIR

LOMING MOA

WILLISTON MOA

HAYS MOA

POWDER RIVER A MOA

POWDER RIVER B MOA

AERONAUTICAL SYMBOLS

AERODROMES — PAVED — UNPAVED

PUBLIC USE

PRIVATE USE

RESTRICTED

PUBLIC USE SEA

ABANDONED

HELIPORT

AIRWAYS

UNICOM

NAVAIDS

MISCELLANEOUS

CAUTION

NUMEROUS HAZARDOUS POWER LINE CROSSINGS IN WESTERN MONTANA

(Most unlighted and unmarked)